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KNOCKDOWN TUG GOES TO MANILA

Built at Jackson and Sharp yard, Taken Apart, Boxed For Shipment

SPONSONS PUT ON STEAMER SUCCESS

The Jackson and Sharp shipyard, of the American Car and Foundry Company, has boxed, ready for shipment to the Philippine Islands, a wooden tugboat, 100 feet long. It is of unusually heavy construction and of deep draught for the hardest kind of work in Manila harbor, and as one "salt" said, "to make it hold on like a bulldog."

The tug was constructed for the Emergency Fleet Corporation. It was built on the ways in the shipyard and then taken apart, every piece being numbered to facilitate the boat being reassembled when it arrives at Manila. It will be taken by steamship by the Panama Canal route, and after it is put together, will start upon its duties 6,000 miles away from where its originally was constructed.

The Jackson and Sharp yard also is working full force on three dump scows of an improved design.

The steamboat Lord Baltimore, of the Ericsson Line, which recently at the shipyard had sponsons attached to its hull, to prevent it rolling in rough weather has been tested by government experts and its stability was found to be greatly increased by the sponsons. Attachment of the wooden devices to the steel hull is regarded as a feat in shipbuilding. As a result of the government tests the Lord Baltimore was licensed to carry 700 passengers, instead of 300 heretofore. It is expected the steamer Penn will have similar sponsons attached at the shipyard.

Sponsons Put On Steamer Success

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Aug 20, 2025

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